



Maryland National Guard

Robert L. Ehrlich, Jr.
Governor

Major General Bruce F. Tuxill
The Adjutant General



FOR MORE INFORMATION CONTACT: Lt. Col. Rob Gould, Public Affairs Officer
Phone: 443-250-7242

Excerpt taken from: [World News & Analysis](#)
Aviation Week & Space Technology 12/20/2004
by David A. Fulghum and Robert Wall

USAF Volunteers C-130s To Take Trucks Off Iraqi Roads

Airlift in Crosshairs

The U.S. Air Force's chief of staff is expanding his war on "cultural ruts" in the military that inhibit the use of airpower in combat, and this time his target is airlift in Iraq.

Gen. John Jumper points to the U.S.' 100 casualties per month from improvised explosive devices (IEDs) and the Iraqi insurgents' flexibility in developing new tactics to foil allied schemes to detect and disarm these weapons. To vault the problem, Jumper is volunteering the service's C-130 fleet to take a substantial part of the Army's truck traffic off the roads of Iraq and move those supplies by air.

"I saw a whole lot of activity going into detecting IEDs, and we saw the enemy change his tactics from one sort of IED to another sort," Jumper says. "I asked the simple question, 'What are we doing to get vehicles off the road to take their targets away?' I wasn't satisfied with the answer. I had a little fit."



C-130Js are getting their first workout in Iraq in helping the Army take up to 1,600 truckloads of supplies per day off dangerous roads. Credit: USAF SENIOR AIRMAN JASON A. NEAL

The 64 C-130s in theater have already begun carrying an extra 350 truckloads of Army supplies per day, and Jumper has offered to further up the ante to replace 1,600 truckloads per day in the most dangerous areas. Moreover, he has ordered Air Force logisticians to analyze whether the proper things are being moved, if they are being moved to the right places and if the intratheater airlift fleet is large enough to meet the increased demand.

After talking to senior Army officials, "we instituted a better way to converse between the joint force air component commander and the land component commanders to make it a goal to get trucks off the road by using airlift in better ways," Jumper says. "My charter to our airlift guys was that if the trucks [can] pull up on a road and offload stuff, an aircraft can land on that road." As a result, landings on roads and airdrops--to take the trucks off the most dangerous routes--have become an objective.

He also noted that C-130s can land on roads as well as small airfields. This expedient was used during the 1991 war with Iraq and again in 2003 to support the Marine Corps' fast-moving advance to Baghdad. Also, the notion that the Air Force doesn't fly below 15,000 ft. "is some of the stuff that just drives me crazy," he declares.

"The Air Force did not change its rules," Jumper says. "What we changed [to] was a better way to communicate at the operational level between the Air Force and the ground forces on how to set the requirement and how to pitch in better . . . to get our soldiers and Marines off the road and out of harm's way."

TO BOLSTER its tactical airlift in the region, the Air Force earlier this month for the first time deployed C-130J transports to Iraq. Two units--the Rhode Island Air National Guard and a reserve unit from Keesler AFB, Miss.--are sending their stretched C-130J-30s to the Central Command region. The Air Force will keep one C-130J from each in the area for about a month, and then rotate in two additional C-130Js from units in Maryland and California. The goal is to have at least two C-130Js supporting Central Command for the next five months, says Brig. Gen. Ted Bowlds, deputy for acquisition at the Aeronautical Systems Center at Wright-Patterson AFB, Ohio.

Typically, the C-130J will operate with two pilots and a load master, although in certain missions additional personnel may be pulled to share the workload, notes Maj. Dwayne Lott, an Air Force acquisition official.

The C-130Js will operate with the same countermeasures capability as the ones already in the region, Bowlds says. Air Force test personnel just last month completed certifying for operational use a new countermeasures dispensing capability for C-130Js. Crews can dispense chaff and flares using the AN/ALE-47 in fully automatic, semiautomatic or manual modes. The expendables are contained in four magazines on each side of the fuselage, two on the tail and four under the nose.

###